Visitors' Souvenir of the

CHICAGO.

Presented by

The Midland Railway Co

of England.

BEMROSE & SONS, LTD DERBY & LONDON

MIDLAND GRAND HOTEL AND RAILWAY STATION, ST. PANCRAS.

THE LONDON TERMINUS OF THE MIDLAND RAILWAY OF ENGLAND.

The Midland Railway of England.

Geo. H. Turner,
General Manager.

Digitized by the Internet Archive
in 2017 with funding from
This project is made possible by a grant from the Institute of Museum and Library Services as administered by the Pennsylvania Department of Education through the Office of Commonwealth Libraries

https://archive.org/details/midlandrailway01midl

The Picturesque Route

BETWEEN

Liverpool and London,

AND THE

South and West of England,

THROUGH THE CELEBRATED

Peak of Derbyshire and Vale of Matlock.

The Most Interesting Route

BETWEEN

England and Scotland,

EMBRACING

The Land of Robert Burns,
The Home of Sir Walter Scott,
The Forth Bridge,

AND MANY OTHER OBJECTS OF WONDER AND INTEREST.

MIDLAND EXPRESS TRAIN.

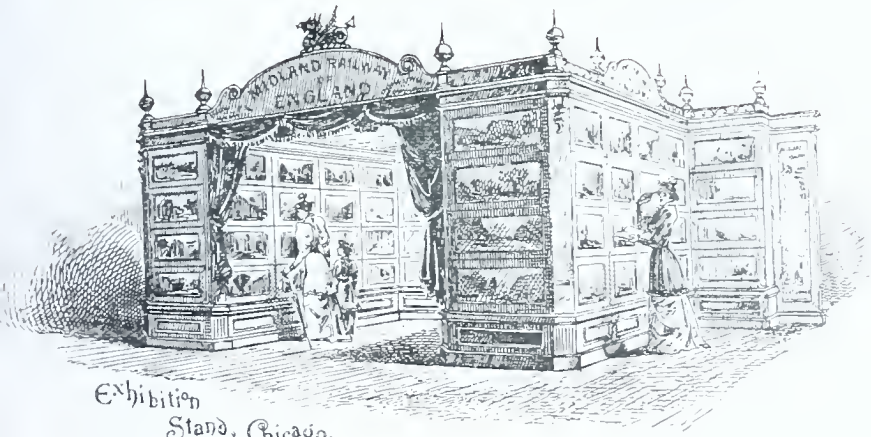
THIS small volume is presented by the Midland Railway Company of England to travellers between the Old World and the New, as a souvenir of the Great Chicago Exhibition; and particularly of the "Transportation Section." In an undertaking of such magnitude as the World's Fair, one of the most interesting aspects of the progress of the planet on which we dwell must be the development of the means whereby mankind is enabled to move to and fro between places which Nature has set widely apart; in other words, methods of transportation. The department of the Exhibition which bears this title has been appropriately set apart for the purpose of illustrating the changes and advances which have taken place in this important chapter in the history of nations, from the earliest recorded times down to the

present century, when the science of transportation can only be said to have fairly entered upon its career. It is unnecessary perhaps to state that, of the various methods which have been invented to annihilate distance, pre-eminence may be justly allotted to the locomotive; and how closely railways are connected with the conduct of the business of everyday life, a glance at a railway map of America or Great Britain will give some idea. This, however, is a wide question, which it is not either the design or purpose of this small book to discuss.

The following pages, with their miniature illustrations, are intended, in the first place, to form a pleasant reminiscence to those Americans who have already travelled to and from the Old Country, of the railway trips between Liverpool (Central) and London, Bristol, Bath, Bournemouth, etc., through Matlock and the ever picturesque Peak of Derbyshire; or between London, Liverpool (or whatever other English town it may have been), and the country North of the Border.

In the second place, the book is respectfully presented to the citizens of the United States who have yet to make their first trip to England, as well as to those who, having already made the passage, have hitherto found other means of travel through the British Islands than the iron roads of the Midland Railway Company.

It is also intended as a brief descriptive catalogue of the photographs on view in the Company's exhibit, which fronts the main gangway in the Transportation Building. These comprise views of some of the more notable places of interest accessible, by means of the Midland Railway and its connections, to the traveller in search of change of air and scene, or, it may be,



Exhibition Stand, Chicago.

who wishes to combine the more serious pursuits of business with the pleasures of sightseeing.

A few photographs of the Locomotives and Coaches used by the Company in the daily working of the traffic have also been added, as well as views of the interiors of one or two of the Locomotive Shops, which will convey some idea of the magnificence of the plant used in the formation of the trains to those who have not travelled over the Midland Railway system. To many Americans, however, the Midland Company's Rolling Stock is already more or less familiar.

It is a fair assumption that nine people out of every ten when taking a railway journey, and especially a pleasure trip, will select that line on which the "necessary inconveniences" generally associated with travel in any shape or form are minimised, and the points of comfort closely studied and provided for. It is largely by legislation in this direction that the growth and development of the Midland into one of the foremost of the large railway undertakings of the century can be explained.

In this year of grace, 1893, with lines connecting both Liverpool and Morecambe in the north-west, and Carlisle and the Scottish Border in the north, with London and the South of England on the one hand, and Bristol, Bournemouth, and the West of England on the other (not to mention the cross country lines from Swansea, in South Wales, to Cambridge and Lynn, in the Eastern Counties), the title "Midland" may seem to be at first sight somewhat anomalous. It was selected in 1844, when three separate enterprises, known respectively as the "Midland Counties," "North Midland," and "Birmingham and Derby" Railways, were amalgamated under the presidency of Mr. Hudson, commonly known at that time as the Railway King. That it has been equally successful since, in the appointment of its Chairmen and General Managers, is attested by the enormous area which the line covers to-day, the fact of its capital being nearly £100,000,000, and the large meed of public favour which the Company enjoys. It is the only line which traverses the entire length of England,

Origin of Midland Railway.

from the sea coast in the South to Carlisle near the Scottish border in the North, and, in the same way, within a short distance, the East and West Coasts of England are brought into connection. The Company is thus enabled, by its ramifications, to include most of the important business centres and health and holiday resorts of Great Britain within the scope of its carrying arrangements. To better impress this upon the memory, and to give a more clearly defined idea of the Railway under consideration, we would suggest a glance at the small map enclosed with this volume.

We have heard travellers from America occasionally allude, in not altogether complimentary terms, to the affability of the Conductors who have charge of the welfare of the traveller in the long overland trips made by some of the

Palace Car trains. If there is any truth in these grievances, the visitor from the Western Hemisphere will no doubt breathe a grateful sigh of relief to find quite a different state of things in vogue on his Railway journeys through England, where he will be able to test that reputation for courtesy and civility amongst the staff which has now become identified with the name of the Midland Company. As a matter of fact, it is to the attention given to little matters of this nature (little in comparison with the other branches of legislation which occupy the minds of Directors and Managers) that prosperity in Railway working is in part to be attributed. In the reforms which have been undertaken, with the object of enhancing the comfort of Railway travellers, the position of "pioneer" has been allotted to the Midland Railway Company. Amongst these may be mentioned the introduction of third class carriages in all trains, a reform, the importance of which, at this distant date, it is difficult or perhaps impossible to adequately comprehend. Following upon this was the

Railway reforms.

re-organization of the third class accommodation upon a basis of comfort equal to or even greater than that of the second class carriages, which the Midland Company was the first to abolish, thus "sweeping one more anomaly into the past." More recent times have witnessed the appearance of an improved arrangement for warming the compartments of the carriages. This is secured by the circulation of hot water through a double system of iron pipes, which pass beneath the carriage seats; the water being kept in continuous circulation by means of steam power applied from the locomotive, so that a comfortable and even temperature can be produced in winter to counteract the rigours of the northern climate. The third class passenger may also look forward at no distant date to the enjoyment of dining facilities in some of the Midland Company's express trains similar to those which, for some time past, have been exclusively confined to his more fortunate brother, the possessor of a first class ticket.

Accommodation *en route.*

It is perhaps unnecessary to remark that the express trains of the Company are provided

with the most modern appliances for promoting the comfort and safety of the public. An efficient automatic brake apparatus runs throughout each Passenger train, so that its motion can be instantaneously and accurately regulated. The "single bogie" passenger engines, which attracted so much attention at the Exposition Universelle at Paris in 1889, when the Midland exhibit was awarded the Grand Prix, are used as the locomotive power for the principal express trains. Lavatory accommodation is provided in the various compartments of the carriages, both first and third class. Luncheon, Dining, Drawing Room and Sleeping Saloon Cars are included in the formation of the more important trains, whilst private saloons, family and invalid carriages are placed at the disposal of pleasure or family parties by any train on easy terms, particulars of which may be obtained on application from any of the Company's Officials.

Luncheon baskets are in readiness at various stations *en route*, and are handed into the carriages when applied for by telegram

sent from a previous stopping station free of charge on notice given to the guard.

Special baggage arrangements are in force for American passengers, covering the transportation between New York and London, by which the owner is relieved of all anxiety or inconvenience.

Stop-over privileges are allowed at the many points of interest on the journey covered by the Railway ticket held, and many other facilities are afforded whereby the ease and comfort of the traveller are promoted, all of which will be found duly chronicled in the Midland Company's official time-tables.

It may here also be mentioned that the Hotel accommodation provided by the Company can be relied upon as being "second to none," and the tariff will be found to compare most favourably with that of any Railway or Private Hotel of the first rank.

Arrival in England.

At whatever point the Atlantic Liner may land her passengers, be it Glasgow, Liverpool, Plymouth, or Southampton, the traveller selecting the Midland Company as his "guide,

philosopher and friend" will have no difficulty in obtaining a ticket by that Company's route to almost any place where he wishes to be conveyed, at all events to some point well forward on his journey. Or should he wish to make a tour of Ireland from either Londonderry or Queenstown, he will find at his disposal, when ready to quit the "Emerald Isle," a choice of six sea routes across the Irish Channel, any one of which will bring him in contact with the Midland Company's train services, viz.: Larne and Stranraer (the shortest sea passage); Londonderry and Morecambe; Belfast and Barrow; Belfast and Liverpool; Dublin and Morecambe; and Dublin and Liverpool. Generally speaking, however, it is perhaps correct to say that the majority of travellers from America make the complete voyage, and land at Liverpool or Southampton, at either of which means are at hand for joining the Midland system. At Southampton through tickets may be obtained *viâ* London (Waterloo and St. Pancras Stations, between which the Company's Omnibuses convey the through booked passenger

and a reasonable quantity of personal baggage free of charge). A service of trains is also run from Southampton, *viâ* Andover, to Cheltenham and the Western section of the Midland line.

Liverpool.

Assuming, however, that the steamer has arrived in the Mersey, and landed her freight at Liverpool, and that the traveller has satisfactorily passed the Customs and seen all he wishes of the city, the next object of his solicitude will be the Hotel and Railway Station from which he proposes to commence his European travels. To meet the first he cannot do better than direct his way to the Adelphi Hotel in Ranelagh Street, which has within a recent period been overhauled and re-organized on the most modern principles, with all the latest improvements to administer to the comfort and ease of guests, especially those from the Western shores of the Atlantic. Adjacent to

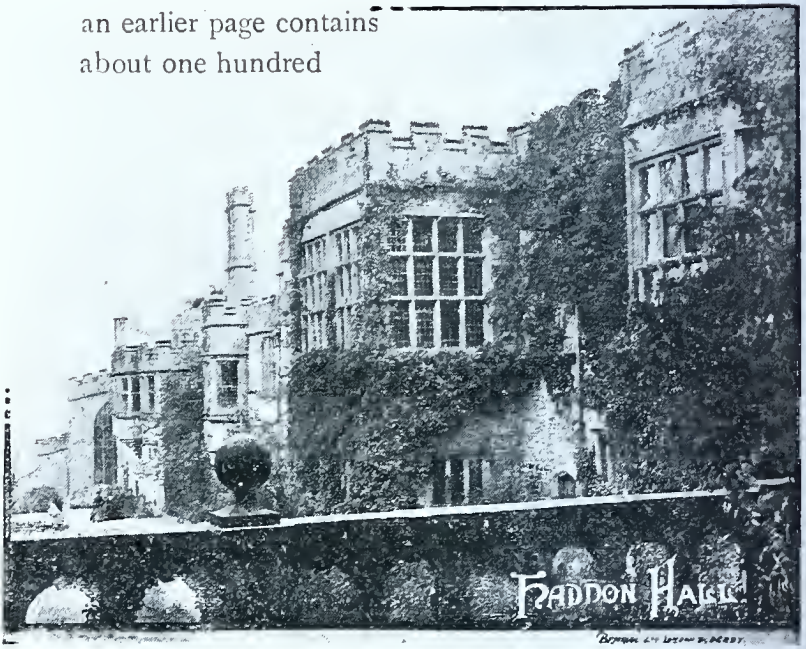
THE ADELPHI HOTEL LIVERPOOL

the Hotel is the "Central" Station, the starting point of the Company's Express Trains for the Midland Counties, London and the South and West of England. The Midland Scotch Expresses, it may here be remarked, are despatched from the "Exchange" Station, Liverpool.

If, as Dr. Johnson has said, "a journey in a "postchaise is one of the greatest enjoyments in "life, and a sojourn in a comfortable inn one of "its choicest pleasures," what must it be in the present day, when the postchaise is exchanged for the railway train, and the comfortable inn transformed into a modern palatial hotel? From one or other of the railway stations just mentioned, the traveller can obtain speedy and direct access to whatever station he may plan out for himself, as it is almost sure to come within the scope of the Midland Company's legislation. If, as will very likely be the case, sightseeing forms one of the items upon his programme, he will find the track over which the Midland trains run to literally teem with objects of scenic and historic interest—cathedrals, old English

mansions and baronial halls, ancient ruins majestic in decay, hills, dales, valleys, and waterfalls in unending variety. Not only this, but the very trains in which he makes his journeys will convey him through districts famous in history and romance, so that if circumstances will not permit him to visit them at his leisure, he can see them in brief and pleasant panorama from the comfortably appointed interior of the railway carriage.

The show case which has been mentioned on an earlier page contains about one hundred



photographs, a complete list of which is given at the end of this volume. Of these, between seventy and eighty are views of English landscapes, cathedrals, ruins, etc., interesting from either a picturesque or historic point of view, reached by means of the Midland Railway and its connections. They are selected from various portions of the territory through which the Midland line passes, although it will of course be understood that they only constitute a few amongst many views which the districts from whence they are taken abundantly yield. In point of fact they are in most cases single specimens chosen almost at random, and may be looked upon rather in the light of an index to the general locality, except in the case of the cathedrals, and, even of these, space has not permitted so full a display as might be given if all those which can be visited by means of the Midland Railway and its connections were included.

* * *

The "Peak District" of Derbyshire.

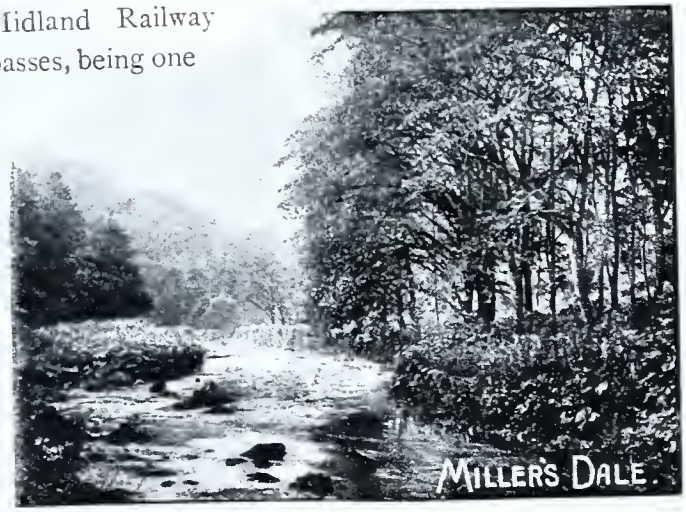
Buxton.

The remarks on a previous page respecting the scenic attractions of the line apply especially to Derbyshire. Here, the chief centre of interest, perhaps, is Buxton, the capital of the "Peak District," represented in the collection of photographs by two views, although, to do it anything like justice, twenty times the number would be required. The spring season of the year for some reason or other is late in visiting Buxton. In the month of June the district is robed in its fullest freshness and beauty, and the Buxton Gardens present an almost endless series of delightful pictures. As a sanatorium Buxton possesses exceptional advantages in its purity of climate, being 1,000 feet above the sea

level, and encircled by a belt of hills which shield it from the cold winds of winter, and around which an invigorating atmosphere eternally plays. As an English watering place it occupies an unrivalled position; its mineral waters being in the highest repute, serve to make it an annual retreat for the wealthier class of invalids. As a purely pleasure resort Buxton also possesses numerous sources of enjoyment in the shape of delightful walks, high-class concerts, tennis courts, baths, etc., etc.; and to complete its manifold attractions it is provided by the Midland Railway Company with an excellent train service.

The Derbyshire Dales

The dales surrounding Buxton are numerous, each possessing characteristic loveliness; Miller's Dale, over which the Midland Railway passes, being one



of the many affording pleasant opportunities for delightful trips and tours in the summer season. In fact, glimpses of many of these dales, with the river winding at the foot, are visible from the express trains. The cost of constructing the line in this part was enormous, the river Wye, a tributary of the Derwent, which gives character to much of the local scenery, being crossed by the line no less than thirteen times within a very short distance. In addition to Buxton, there are several other centres from which the land of "the Peak" may be worked by the tourist; Rowsley, Bakewell, and Matlock all affording the necessary conveniences in the way of coaches, private carriages, hotel accommodation, etc. Amongst the chief sights of the district are the mansions of

Haddon Hall.

Haddon Hall and Chatsworth, the former one of the best types extant of the old baronial castle, and the latter one of the finest ducal residences of modern times. Few show places have been written about more than Haddon Hall; it is a favourite figure both in history and romance, and no less is it the subject of the artist.

It has also recently furnished a title for a popular opera. One remarkable feature stands out in its history, not usually to be found connected with old European Castles—its annals are those of peace rather than war. Although one of the relics of feudal England, it does not appear to have figured as a landmark in any of the internecine wars which from time to time have ravaged England. It is picturesque from whatever aspect it may be regarded ; its towers, terraces, and halls furnishing, year by year, subject matter for the artist's canvas : whilst it has from all time afforded a favourite theme for poets, historians, and writers of romance. Every inch of the building is interesting, from the eagle tower to the moss-covered staircase, famous as the scene of the romantic elopement of Dorothy Vernon with John Manners, whose kneeling figures, in marble, may be seen in the neighbouring Church of Bakewell, also a popular shrine of pilgrims visiting the district.

From Haddon Hall, it is but a short drive to its interesting rival, Chatsworth, the "Palace of the Peak," one of the "stately Chatsworth.

homes of England." Much has been lavished upon this mansion to make it what it is to-day. The bridge which spans the river, and is crossed in the approach to the house, at once arrests the eye of the visitor. A student of the "Innocents Abroad" will be amused to hear that Michael Angelo is credited with the design, but be that as it may, of its elegance there can be no doubt. No description or photographs, however, of Chatsworth and its treasures can convey anything like an adequate sense of its picturesque grandeur. Its rich mosaics,

carved ceilings, and superb apartments ; its sketch gallery and gorgeous libraries ; its priceless pictures and choice sculpture within, and its gardens, terraces, conservatories, woods, and cascades without, must be seen in order to be thoroughly appreciated, and, thanks to the kindness of the owners, liberal facilities for seeing both Haddon Hall and Chatsworth House and grounds are extended to parties visiting the district.

Matlock

Matlock, a few miles further south, may be said to form the threshold of the Peak district. Only four views of the locality appear on the Exhibition Stand, although it would be an easy matter to select a sufficient number from

the delightful scenery in the vicinity to cover the entire exhibit without by any means exhausting the resources of the district. As a watering place it enjoys a large meed of popularity, and forms the summer resort of thousands of visitors who find their way to it from literally all quarters of the globe. On the way south, amongst other notable spots near which the line passes, may be mentioned Lea Hurst, once the home of Florence Nightingale; Wirksworth and district, sometime the residence and field of labour of George Eliot, whence much of the character and scenery, if not the plot, of "Adam Bede" is understood to have been derived. Some of the descendants of the interesting people referred to in the story are said to be still in the district, following the occupations which their chronicler has described in her vivid and inimitable manner.

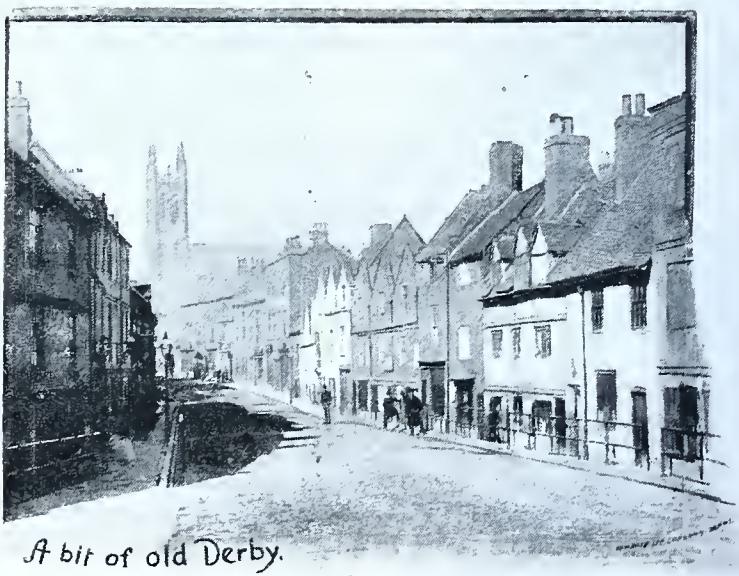
Derby. Derby, a few miles further on, the seat of administration of the Midland Railway, may also be taken as another convenient point from which the Peak district can be worked, and where through travellers between the

South and West of England not unfrequently break their journey for the purpose, making the Midland Hotel their headquarters. The ancient town of Derby itself furnishes many objects of interest. Its history extends back to the time of the Romans, whose remains the antiquaries have had no difficulty in tracing. Derby is also famous as the native town of a number of illustrious personages, amongst whom may be mentioned Flamsteed, the first Astronomer Royal, Erasmus Darwin, and Herbert Spencer, the philosopher, who is probably as widely known in the United States as in Europe.

From Derby the Midland line radiates in all directions. Forming the centre of the system, it divides the trunk lines which have been previously alluded to as traversing almost the entire length of England. Roughly speaking, these lines may be said to resemble a narrow figure of the letter X; the North fork passing through Derbyshire and Lancashire on the left, and Yorkshire and the Northern Counties on the right; whilst the Southern fork leads on the one hand to Nottingham, Leicester, Bedford, London, and the South, and on the other to Gloucester, Bristol, Bath, Bournemouth, and the West of England.

The Line from Derby to London.

On the way to London there are many points at which the journey may be broken with



A bit of old Derby.

advantage by the traveller whose time is his own, and whose natural bent inclines him towards sight-seeing—*e.g.*, Nottingham, with its stout old Castle and memories of Robin Hood. Here trains may be joined for Newstead with its Abbey, once the home of Lord Byron, the famous poet, and Hucknall Torkard, in the church of which he lies buried; Southwell, with its ancient minster; Newark, and its picturesque old Castle; and Lincoln, with its magnificent Cathedral. From Leicester trains run at convenient hours to Rugby, Coventry, and Leamington; also to Peterboro' for Ely, Norwich, and the Eastern Counties. At Kettering similar means of communication lead to Huntingdon, and the ancient University town of Cambridge; whilst a short distance further South stands Bedford, with its memories of John Bunyan, whose "Pilgrim's Progress" and other works, apart from their interest as a portion of the personality of Bunyan, occupy, according to Macaulay, a prominent position in the structure of the English language. From Bedford a visit can be made to Olney, in the vicinity,

Home of Lord Byron.

Cathedrals of Lincoln, Peterboro', Ely, and Norwich.

Home of John Bunyan.

London.

where still stands the dwelling-place of Cowper, and the summer house in which many of his poems are said to have been written; Luton, the seat of the straw plait trade, and St. Albans, with its ancient abbey, may also be seen before the train reaches the spacious station of St. Pancras, the terminus of the Midland Railway Company. The magnificent hotel, one of the finest in London, which adjoins the station, will be found to be not only a most comfortable and desirable place of residence, but a convenient spot from which to make visits and excursions to all the famous places of business or entertainment which are peculiar to "the greatest city in the world." Whilst it is so near to the City as to be within a shilling cab fare of all the principal theatres, etc., it is yet away from the din and turmoil of business life, a fact to be appreciated during that portion of the twenty-four hours which the wise man likes to devote to soothing slumber.

The Midland Railway is in connection, at London, with the lines running south of the Thames, by means of train or omnibus services which convey through booked passengers across London without extra charge. Tickets may be obtained between the principal towns on the Midland Company's system and the chief resorts of health, holiday, and pleasure on the South Coast, Paris, Switzerland, Holland, Belgium, the Rhine, &c.

* * * * * *

Derby to Birmingham, Bristol, and the West.

Many and interesting are the places to be seen on the Western section. A little to the left of the line after leaving Derby we notice Repton, with its time-honoured school and elegant church spire, before the train steams into the famous brewery town of Burton, where we are met by a sight of the huge cask piles, and other curious things connected with the trade. From Burton a visit may be made to Ashby-de-la-Zouch, situate on the Midland line midway between Burton and Leicester, whose castle and old tournament ground,

Old Castle at Ashby-de-la-Zouch.

where the warrior's lance and shirt of mail have long since been replaced by the flannel costume and racquet of the tennis player, may still be seen as in the days of yore, when, according to Scott's romance of "Ivanhoe," King John, for purposes of military sport, bestowed on it his royal patronage. A little further on "Tamworth Tower and Town," celebrated in "Marmion" by the same author, comes into view, and then the huge city of Birmingham, the capital of the Midlands. Here the trains make a brief pause before resuming their journey to the West of England. A few miles out of Birmingham may be noticed several branches jutting out from the main line at different intervals. Of these special

Tamworth.

Birmingham.

attention may be drawn to that leaving Barnt Green for Redditch, Evesham, Stratford-on-Avon, and the country of Shakespeare. The latter may also be approached from Ashchurch, some miles further along the main route to the West of England. Before reaching Ashchurch, however, we must notice Worcester, with its famous Cathedral, where King John of unhappy memory lies entombed, his mausoleum still being pointed out to visitors. The pretty little town of Malvern, a famous and popular inland watering place, with its picturesque Abbey embosomed in the trees, lies near at hand. A little further west appears Gloucester, another cathedral city of renown. The Abbey of Tewkesbury is close to the route, an honoured old edifice, much

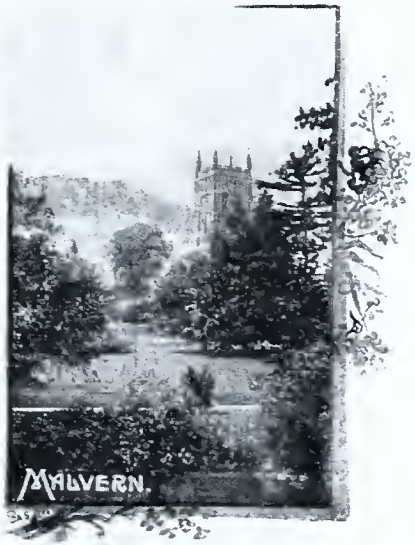
The land of Shakespeare.

Worcester.

Malvern.

Gloucester.

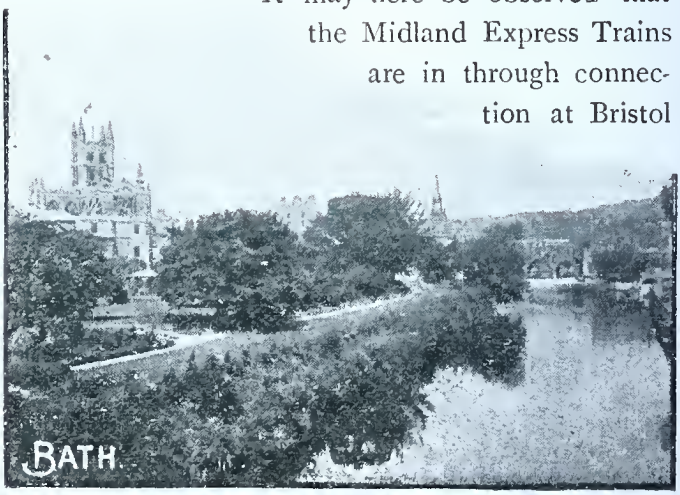
Tewkesbury.



visited by Americans during the season, and not unnaturally so considering the valuable memorials it contains. In the early summer the railway journey through this delightful district is made especially attractive by the long vistas of apple, pear, and other blossoms in orchards on either side of the line, forming, as it were, a natural floral avenue for the passage of the trains. The cities of Bath and Bristol, with their interesting Abbey Churches; Clifton, and its famous Suspension Bridge; the Abbey of Glastonbury and Cathedral of Wells, and many other places of curiosity and interest, lie along or near the route until Bournemouth, the great health resort of the West Coast of England, brings the Railway to a terminus.

Bristol and West of England.

It may here be observed that the Midland Express Trains are in through connection at Bristol



BATH.

Invalid's Walk, Bournemouth.

and Bath with trains serving all parts of the West of England, and in many instances these services are supplemented by the running of through Carriages.

Having briefly chronicled a few of the more striking features of the Southern and Western sections of the Midland territory, the reader, if interested, is asked to return once more to Derby, and follow for a brief space the route through the northern counties and Scotland.

Derby to the North of England and Scotland.

A few miles north of Derby is situated Ambergate, where some typical Derbyshire scenery comes into view, and where the two northern arms of the line form one of the most important and well known junctions on the Midland system. The one commencing its source at Liverpool Central, and traversing the Peak country and the valley of the Derwent, has

already been touched upon in a previous page. We now turn to that over which the traffic to and from Scotland and the north of England flows, the Main Line from London and the South joining that from Derby and the West at Clay Cross.

Amongst the more noteworthy places on this route may be mentioned Wingfield Manor, an attractive and picturesquely situated ruin connected with many historic events and personages, including Oliver Cromwell and Mary Queen of Scots. Chesterfield, with its curious church spire next appears, not far from which are Bolsover Castle and Hardwick Hall,

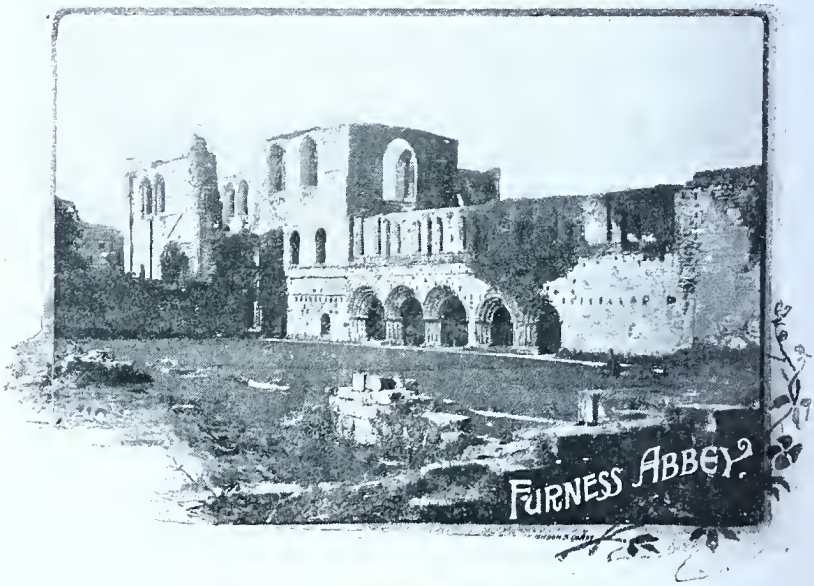
LANGDALE PIKES.

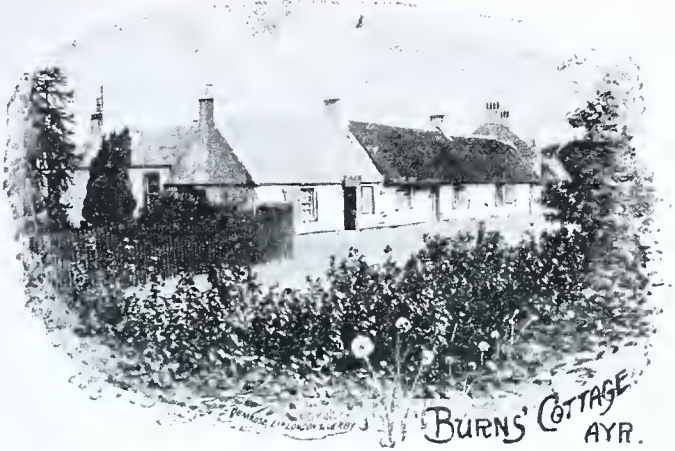
another famous old English mansion, with a pedigree reaching back to the days of good Queen Bess. Then passing through the small station of Dore (from which a new line will shortly be completed, opening up fresh tracts of the Peak country, and connecting the important centres of Sheffield, Manchester, and Liverpool) the train steams into Sheffield, the centre of the steel industry. A little to the north of Sheffield a line strikes off to the right for Pontefract, York, Scarborough, Durham, Newcastle, and the North-East district, to and from which the Midland Railway Company run their through carriages, whilst the main line to the North continues by the manufacturing towns of Leeds and Bradford, skirting

Scarboro and the North-East Coast.

The English Lakes.

the English Lake district (to which it gives off a line also embracing Ingleton, famous for rock and river scenery, the romantic ruins of Furness Abbey, and other delightful summer resorts), until Carlisle comes into view, after passing through a reach of the lovely Valley of Eden. The journey to the North may with advantage be broken at Leeds, from which rail-





way facilities can be obtained for visiting Harrogate, and other inland watering places, as well as Bolton Abbey and woods, which in the summer season are indeed a sight to behold, constituting some of the sweetest portions of the scenery of the West Riding of Yorkshire.

Scotland :— The line from Carlisle to Glasgow.

We pass within a brief space of time from the Northern Border City of Carlisle, with its Castle and Cathedral, to Caledonia—

> "Land of brown heath and shaggy wood :
> Land of the mountain and the flood"—

Which at once suggests Robert Burns and Sir Walter Scott, whose names, indeed, we may almost say, are "familiar in our mouths as household words." Edinburgh and Glasgow being situate

upon opposite parts of the coast, the Midland Company find it expedient to either divide their Scotch Expresses at Carlisle or run separate trains throughout for the accommodation of the traffic. The destination of these on the one hand is Greenock and Glasgow, from whence the Clyde steamers sail to the Western Highlands and Islands : and on the other Edinburgh, and thence to the North of Scotland, over the world-renowned Forth Bridge. For properly "doing" the land of Burns and the country of Scott, no better means can be adopted than to join one of the Midland Expresses which run from London, Bristol, Liverpool, and numerous other centres. Ample facilities are afforded for breaking the journey at the various points of interest, and as there is so much to be seen, these privileges are found to be of immense convenience to

tourists in the summer season. The line to Glasgow and Greenock intersects the counties of Dumfries and Ayrshire, thus passing within sight of many of the haunts of Burns, and the actual scenes from whence he drew much of his inspiration. Dumfries contains many memorials of the poet, including his mausoleum, to be found in the churchyard of St. Michael's. The "winding Nith" may be seen from the railway carriage as the trains pass on their way to the north, and in close proximity are the "banks and braes o' bonnie Doon," which "bloom as fair" now as they did in the poet's time when his memorable song was composed. Close by is situated the Brig o' Doon, where Tam o' Shanter's famous mare is said to have "left behind her ain gray tail," and surrounding the Brig will be found some pretty

lowland scenery. Mauchline (the junction for Ayr, the poet's birthplace), from which he married his "lovely Jean," is also on the main route, and near at hand Ballochmyle, a name fondly mentioned in several of the poet's writings. Kilmarnock is another town on the route associated with memories of Burns, and where one of the finest of the many monuments which have been erected to his honour may be seen. From Kilmarnock it is but a short distance to the West Coast of Scotland, several lines striking out thence to various popular seaside resorts, including Ardrossan, where steamers may be joined for the Island of Arran. Greenock or Glasgow, however, constitute the

more general points of departure for the Steamers to the Western Islands.

Of Glasgow, essentially a business city, a brief reference must be made to its Cathedral, "the only Metropolitan Church in Scotland," if we except the Cathedral of Kirkwall in the Orkneys. The building is of considerable interest, being one of the very few which survived the rough iconoclastic work of the Reformation. Its isolated position gives it a solemn and even awful aspect, and it may be mentioned that the crypt of the Church has been admired as one of the richest specimens of early English architecture existing in Scotland. Glasgow.

Of almost equal interest is the route to Edinburgh and the North of Scotland through the

Waverley district, rich in associations of Sir Walter Scott. The Abbeys of Melrose and Dryburgh, around which such a halo of romance has gathered since his time, lie adjacent to the route. Melrose station being on the direct line to Edinburgh, forms a convenient place at which the journey may be broken for the Waverley district. It is not only handy for the Abbey, but, being situated midway between Dryburgh and Abbotsford, commends itself as a convenient headquarters for tourists. Dryburgh is an exceedingly fine and picturesque old ruin, visited year by year by devoted bands of pilgrims who come to pay honour to the dust of Sir Walter Scott. Abbotsford, where the declining years of his life were spent, is also a favourite resort for his admirers (and who would not willingly be numbered among them?). It contains much to interest the visitor and bring him

in closer communication with that great personality which lives in the pages of the Waverley Novels. Other places of note more or less associated with the "Wizard of the North" lie along the Waverley route, which is bounded in the North by the famous city of Edinburgh. Of the attractions of Edinburgh little need be said here—its ancient castle, its magnificent monuments, notably the one to commemorate the authorship of the Waverley novels, the historic Cowgate and Canongate, the Palace of Holyrood and its legends of the hapless Queen Mary, the memories of Burns, Scott, John

Knox, and other great personages, all tend to make it one of the most interesting cities of the world.

The Midland route to the North of Scotland, after passing through this famous city, crosses the massive cantilever Bridge which spans the Firth of Forth on its way to Dundee, Aberdeen, Perth, Inverness, &c. The opening of the Forth Bridge, one of the most important events in engineering annals, has placed the Midland system in closer and more rapid communication with the important towns and holiday resorts

north of Edinburgh, as well as enabling the Midland Company to place at the disposal of tourists an additional choice of routes to that interesting territory.

We have now briefly indicated the leading lines of the Company from Liverpool to Derby, London, and the South and West of England, also to the North of England and Scotland, but we must again remind the reader that the foregoing pages do not pretend to be in any way a complete Guide to the Company's system; in fact, nothing more than a sketch of the general route traversed by Americans when visiting "the old country." It is hoped, therefore, that whilst it may serve to pleasantly remind them of their travels through Great Britain, it may enable them to spread a knowledge of the Midland Railway of England

amongst the myriad of American ladies and gentlemen who from time to time in the future will plan trips of pleasure and business to the land of their forefathers.

LIST OF PHOTOGRAPHS contained in the Midland Railway Company's Exhibit on view in the Transportation Building of the World's Fair, Chicago, 1893.

The Line from Liverpool to London—

Buxton, the Capital of the "Peak District."
In the Buxton Pleasure Gardens.
In Miller's Dale.
Between Miller's Dale and Buxton.
Miller's Dale Railway Station and Viaduct.
Bakewell Church.
Chatsworth House, "the Palace of the Peak."
Chatsworth House and Bridge.
Haddon Hall and Grounds.
Haddon Hall, from the Terrace.
Matlock Bath.
High Tor Rock, Matlock Bath.
Valley of the Derwent, Matlock.
The "Viâ Gellia," near Matlock.
Willersley Castle Grounds, Cromford.
Cromford Church.
Ambergate.
A bit of Old Derby.
Nottingham Castle.
Triangular Lodge, Rushden: Rendezvous of the Conspirators of the Gunpowder Plot.
House of Cowper, the Poet, Olney.
Bunyan's Monument, Bedford.
Bunyan's House, Bedford.
St. Alban's Abbey.
St. Pancras Station and Hotel, London.
Westminster Abbey.
St. Paul's Catbedral.

The Line from Derby to Bristol and West of England—

Cask-pile, Burton-on-Trent.
Ashby Castle and Tournament Ground.
Worcester Cathedral, from the River.
St. Mary's Abbey, Malvern.
Gloucester Cathedral.
In the Cloisters, Gloucester Cathedral.
The Avenue, Cheltenham.
Tewkesbury Abbey.
Hereford Cathedral.
Suspension Bridge, Clifton.
Bath Abbey Church, from the river.
Remains of Roman Baths, Bath.
Bristol Quay.
Bournemouth.
Invalids' Walk, Bournemouth.
Glastonbury Abbey.
Wells Cathedral.

On the Eastern Section of the Midland Railway—

Lincoln Cathedral.
Southwell Minster.
Newstead Abbey.
Peterboro' Cathedral (West front).

Derby to the North—

Wingfield Manor.
The Crypt, Wingfield Manor.
Chesterfield.
Hardwick Hall.
York Minster.
Scarboro'.
Durham Cathedral.
Harrogate.
Bolton Abbey.

Derby to the North, continued—

Ingleton.
Langdale Pikes, Lake District.
Ambleside, Lake District.
Furness Abbey (1).
" " (2).
Carlisle.

Scotland—

Burns' Cottage, Ayr.
Brig o' Doon, Ayr.
Ballochmyle Pass, Mauchline.
Glasgow Cathedral.
Greenock.
Oban.
Melrose Abbey.
Dryburgh Abbey.
Abbotsford.
Edinburgh.
Forth Bridge.
Perth.
Pass of "The Trossachs.
Aberdeen.

Hotels—

Adelphi Hotel.
Midland Hotel, Bradford.
Queen's Hotel, Leeds.

Redhill Tunnel, near Trent.
Rushaw Cutting, near Miller's Dale.
Harringworth Viaduct.
Midland Express Train.
Midland Bogie Passenger Engine (awarded Grand Prix at the Paris Exposition, 1889).
Three other types of Midland Railway Locomotives.
Three types of Midland Railway Rolling Stock.
Interiors of Locomotive Shops, Derby.

Through Tickets over the Midland Railway, Time Tables, Folders, Maps, and all information respecting the Traffic arrangements of the Company may be obtained of their

American Agents (for Passenger and Merchandise Traffic):—

M. H. HURLEY, 261 & 262, Broadway, New York.

THOS. COOK & SON, General Passenger Agents, 261 & 262, Broadway, New York; [also Transportation Building, Chicago Exhibition.

Derby, May 1st, 1893.

BEMROSE & SONS, LIMITED, PRINTERS, DERBY AND LONDON.

MIDLAND RAILWAY.
(OF ENGLAND)

DIRECT
and
MOST INTERESTING ROUTE
Between
CONTINENTAL EUROPE, ENGLAND & AMERICA.

Bemrose & Sons, Limited, Printers, London, & Derby.

Containing interesting information
to Americans Visiting Europe.

Midland Railway
of England.

Geo. H. Turner, General Manager, Derby.